



PRICE, \$2 PER MONTH

Shipping

Steamers.


OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co's Steamship
 *Tener*,
Captain RILEY, will
be dispatched as above
WEDNESDAY, the 8th Instant, at No
For Freight or Passage, apply to
RUTTERFIELD & SWIRE
Agents,
Hongkong, Oct. 6th, 1893.

DOUGLAS STEAMSHIP COMPANY
LIMITED.
FOR SWATOW, AMOY & FOCHOW.
The Co's Steamship
 *Hongkong*,
Captain EVANS, will
be dispatched for the above
Ports on THURSDAY, the 9th Instant
Daylight.
For Freight or Passage, apply to
DOUGLAS & COMPANY

Hongkong, October 8, 1890.


NAVIGAZIONE GENERALE ITALIANA
FLORIO & RUBAZZINO UNITED COMPANY
STEAM FOR
SINGAPORE, PENANG & BOMBAY
Having connection with Company's 1
Steamers to ADEN, SUEZ, PORT SA
MESSINA, NAPLES, (LEGHORN
and GENOA; all MEDITERRANEAN
ADRIATIC, LEVANTINE and SOUTH AM
can PORTS up to GALLIPOOLI, taking C

at through rates to PERSIAN GULF
and BAGDAD.

 G. OREMOO, Master,
will be dispatched as a Steamer
on THURSDAY, the 9th Instant, at N
at BOMBAY the Steamers are discharged
in VICTORIA DOCK.
For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.
Agents.
Hongkong, October 2, 1890.


OCEAN STEAMSHIP COMPANY
FOR SHANGHAI VIA AMOY.
(*Tak by Cargo and Passengers at through*)

and Ports on the YANGTSE.)
The Co.'s Steamship


 **Captain HANNAH**, who
despatched as above
SUNDAY, the 12th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.
Hongkong, October 6, 1890.

FOR SINGAPORE, HAVRE

(Taking Car, & at through rates to)
ANTWERP, AMSTERDAM, ROTTERDAM,
DAM, LISBON, OPORTO, LONDON

LIVERPOOL and BREMEN.)
The Steamship,

Daphne.
 Capt. J. Voss, will
 be despatched for the
 Ports on **TUESDAY**, the 14th Instant
 Noon.
 For Freight or Passage, apply to
SIEMSEN & CO
 Agents.

STEAM TO SHANGHAI.

 THE P. & O. S. N. Co.'s
Steamship
Kossuth
Captain E. CREW,
leave for the above place about 24th
after her arrival here with the out-
English Mail.

E. L. WOODIN,
Superintendent

P. & O. S. N. Co.'s Office,
Hongkong, October 6, 1890.

STEAM TO YOKOHAMA, VIA NA-
SAKI AND KOBE.
(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s
Steamship
Ancona,
Capt. W. D. MURKIN,
leave for the above places on FRIDAY
11th instant, at Daylight.

E. L. WOODIN,
Superintendent

P. & O. S. N. Co.'s Office,
Hongkong, October 6, 1890.

 BURNING, Master, will load for the above Port, and have quick despatch.

For Freight, apply to
RUSSELL & Co.
 Hongkong, August 27, 1890.

FOR SAN FRANCISCO.
 The A.I. British Ship
The Myopia,
 JENEYNS, Master, will load
 for the above Port, and

For Freight, apply to
RUSSELL & C

Hongkong, September 13, 1890.

FOR NEW YORK.

The S/S A. L. Amer, Bar
Richard P. sons,
Capt. G. A. FREEMAN, will
sail for the above Port,
all have quick despatch.

For Freight, apply to

SIEMSEN &
H. and Co., August 9, 1890.

Optima, 21 cases Oil and 427 pkgs. Merchandise; for Portland, 1,900 bags Rice and 543 pkgs. Merchandise; for New Westminster, 8 cases Optima, 10 boxes Oil and 40 pkgs. Merchandise; for Montreal, 8 cases Cigars; for Boston, 137 pkgs. Merchandise; for New York, 80 bales Raw Silk and 1.0 pkgs. Merchandise.

THE SALARIES OF PUBLIC OFFICERS.

DEBATE FROM THE MINISTRY OF FINANCE.

The following debate was held before the Legislative Council yesterday by command of His Excellency the Governor, administering the Government, for 1891:—

Downing Street, 19th June, 1890.

Sir, I have had under consideration Sir G. W. Des Vaux's Despatch No. 289 of 23rd December last and No. 396 of 30th December, forwarding the Report of the Committee appointed to consider the question of the salaries of public officers in the Colony.

2. I am unable to accept the proposal that the salaries of public officers should be fixed at sterling, and paid each year in variable numbers of dollars, according to the average rate of exchange during the preceding year, as in all silver-using Colonies the salaries of the Colonies are calculated in the legal currency of the Colony which employs them. No exception can be made in favour of Hongkong, as regards this principle.

3. In other respects, however, I am prepared generally to accept the proposals of the Committee, and am willing that the salaries of these officers which are usually fixed by candidates from England should, with certain exceptions, (chiefly in professional appointments), and on certain conditions, as specified in this Despatch, be increased by 30 per cent., and that those of other officers by 20 per cent., it being understood that this rate of increase only takes effect in full where the salaries stand as they stood in 1875. Where the office has been created for a limited term, or its salary raised once or twice since 1875, the rate should be fixed according to the rate of exchange, and not to the date of creation, or of re-appointment, or of increase of emolument, and to the amount and character of the duties. It may be convenient to say here that the conditions attached to my assent to the scheme relate, (a) to the rate of exchange, for family allowances, (b) to the date of creation, and (c) to the amount and character of the duties. I am, Sir, very respectfully, Sir, your most obedient, humble servant.

4. The detailed scheme which formed enclosure No. 2 in Sir W. Des Vaux's Despatch No. 289 of 23rd December last, and which I have adopted generally as a basis for calculating the new rates of salary to be placed on next year's Estimates, are being taken that where salaries are mentioned in the Despatch, they are converted into dollars at the rate of 2 to the £1 sterling. Besides the special officers or classes of officers mentioned in the Despatch, I am proposing to increase the salaries of all public officers by the same amount as that which I have now sanctioned, viz.: 35% above the 1875 salary of certain officers, e.g. that of the Registrar General, Registrar and Deputy Registrar of the Supreme Court, and Colonial Surgeon. In these cases also, where an office has been created since 1875, the proposed increase does not fall short of 30 per cent. I consider that further consideration and explanation are needed. I refer to such cases as those of the Assistant Colonial Secretary, the Inspector of Schools, and the Superintendent of the Sanitary Department. It does not appear on what grounds much larger increases have been proposed in these and some other cases; but I have no doubt that there were reasons which influenced Sir W. Des Vaux's proposal, and I leave it to your discretion, after giving full weight to my criticisms, to insert what rates of salary you may see fit for these officers in next year's Estimates.

5. In accordance with the recommendation of the Committee, the general increase in salaries should be a compound by a few dollars of making family allowances at the rate of 4d. to the dollar, and in future such allowances cannot be allowed in any case at a higher rate than that of the market. In regard also to the issue of leave pay and pension, the officers must, as I have intimated, submit, in consideration of the large increase now granted, to some curtailment of the privileges which they have hitherto enjoyed.

6. The present additions to the emoluments of public officers are sanctioned mainly in consequence of the increase of cost of living in the Colony. There is not therefore the same necessity for increasing the rates of pension and leave salary to be drawn in this country, where the cost of living is actually less and not more than it was some years ago. These considerations have already received their due weight in the two other Eastern Colonies of Ceylon and the Straits Settlements, and it is obviously equitable that the principles applied in these Colonies should also be applied to Hongkong. When twenty per cent. was added in Ceylon to the salaries of certain officers, the benefit was not intended by the condition that the recipients should in future receive their leave salaries and pensions at 1 1/2% the rate of 4d. to the dollar was reduced from 4d. to 3d. in the case of all officers newly appointed or receiving substantial promotion subsequent to 1876, and again within the last few months, on the occasion of the salaries of certain classes of officers being further increased, it was decided that where the increase amounted to 10 per cent. at least, those who benefited should only be entitled to receive their pensions eventually at 3/8 the dollar instead of 4/4, but I followed the 4/4 rate to remain in force for purposes of leave salaries, as I considered that to fix leave pay at 3/8 the dollar, would have put an undue strain on the resources of civil servants requiring to take leave on half salary, the consequences being perhaps to make it difficult for them to avail themselves of the proper amount of leave, which is necessary for their health and efficiency.

7. The present opportunity should be taken to bring the two dollar-using Colonies into line in this respect. The holders therefore of these offices, to which an increase of at least 14 per cent. is now given, will in future draw their leave salaries in this country at 4/4—instead of 3/8 the dollar, and their ultimate pensions at 3/8 the dollar. I have adopted 14 per cent. because \$114 at 3/8d. is rather more than \$100 at 4/4d. This change will apply to those cases where increases were sanctioned in my despatch No. 97 of 18th April last, in which I sanctioned the increase of 14 per cent. I may remind you that the probability of this decision was intimated in the Postscript to that despatch. It will also be the rule for all new appointments to the service, and for all future promotions to any of the offices now receiving at least 14% increase. Such officers, or those who have as yet no receive no increase, or an increase of less than 14% to their present emoluments, will continue to be entitled to the 4/4d. rate of exchange for leave salaries and pensions, so long as they hold their present appointments on the same salaries.

8. As regards personal allowances, I may observe where such an allowance has been given in consideration of exceptional personal qualifications, or length of service, it may, if you see no objection, be continued at its present rate to the existing holder of the office, while the permanent salary of the office itself receives an increase of 35 or 20 per cent. on the rate prevailing in 1875; but where the allowance has been given

since 1875 on the ground of insufficiency of salary attached to the post, such personal allowance must, of course, be taken into account as part of the authorized increase on the 1875 rate of salary, and be merged in the future salary of the post. In all cases where it is considered proper, on this principle, to continue the separate personal allowance or part of it, I desire to reserve from you a report referring to the correspondence in which the allowance was originally approved.

9. The papers accompanying Sir W. Des Vaux's Despatch of 23rd December last, do not show what officers have free quarters or are in receipt of home allowances, fees, or other emoluments. I would observe, however, that the increase now sanctioned of 35 or 20% on the 1875 standard, is to be understood to be an increase of gross emoluments as compared with the gross emoluments received in that year. I request that in making the calculations of revised emoluments, drawn up in accordance with my present instructions, it may be clearly shown in every case, what were the gross emoluments in 1875, and what it is proposed that they should be for the future. This you will perceive will involve furnishing an estimate of the annual value of free quarters in case where they are allowed.

10. You are aware that it is an object of policy with this Department that fees should be retained by officials and should be paid into the public Treasury, the salaries of these officials being calculated to cover the performance of the duties, for which such fees may have hitherto been drawn. The general revision of the salaries of public officers seems to afford a favourable opportunity for promoting this reform.

11. On hearing on the general question of emoluments, I may mention that I have also had under my consideration your Despatch No. 184 of the 15th of April last, regarding the proposed establishment of a Widows and Orphans' Pension Fund. The number of cases of compassionate grants allowed to the families of deceased officers in Hongkong is very small, and I am in my opinion that such a fund would be established and that it should be compulsory on all officers in future appointed to the permanent service of the Colony, to contribute to it. In the case of those officers not appointed from England who are about to receive 30 per cent. I think the Government should be within their rights in requiring that the present increase to their salaries should be regarded as conditional on their joining the fund when it is started. But the higher officers at present in the service, (appointed from England), many of whom have doubtless already incurred liabilities, I leave at liberty to join or not as they please.

12. Turning next to exceptions which must be made to this general proportionate increase of salaries:—

(1) I think that Cadets will be sufficiently paid if they are given \$1,600 a year, (instead of \$1,200 their present pay), and passed Cadets \$1,800 as at present. These rates have been proposed in the Despatch, and I am in my opinion that the two Cadets should be on the same footing in regard to these intellings.

(2) As regards the Police Department, I agree with Sir W. Des Vaux that considering the special privileges attached to the Police Department, and the European Members of the Force need not be regarded as large an increase as the regular Civil Servants appointed from this country, and I am willing to approve the rate of increase proposed by him for officers of this class, subject to the deduction of the rate of exchange for leave salaries and pensions, as specified in paragraph 7 of the present despatch, but the last and 2nd Class Inspectors may be given \$1,368 and \$1,092, respectively. These slightly higher rates than Sir W. Des Vaux's proposal, in order that they may not suffer any reduction in the rate of pension which they have a right to expect under the existing rules.

(3) The salaries of the Assistant Schoolmasters, of the Surveyor General, and of certain subordinate members of the Public Works Department, have already been dealt with in my despatch on the Estimates for this year, and I hope to address you shortly on the other Members of that Department, in time to admit of the revised salaries being entered on next year's Estimates.

(4) I am now informed in my despatch No. 104 of the 12th instant, the salaries of the newly organized Audit Office will be fixed by the Controller and Auditor General.

(5) The salary of the Attorney General has only recently been fixed at \$7,800, without any special privilege, and it seems no reason to make any change in that rate at present.

(6) I regret that, as at present advised, I am not prepared to sanction the proposed increase to the salaries of the Chief Justice and the Puisne Judges. In fixing the salaries of judicial and other professional posts, which are not regularly filled by promotion from the ranks of the Civil Service of the Colony regard must be had to the salaries of similar appointments in other Colonies, and I have recently declined to sanction any change in the pay of the Judges in the Straits Settlements. I feel unable to agree to a proposal that the salaries of the Judges at Hongkong should be higher than those at the Straits Settlements. The salary of the Chief Justice must therefore remain at \$12,000, but I do not object to the salary of the Puisne Judges receiving a small increase from \$9,160 to \$9,400, the latter amount being the rate of pay of the Puisne Judges at the Straits Settlements.

(7) Similarly the Harbour Master and Assistant Harbour Master cannot be allowed higher salaries than the similar officers at Singapore, viz.: \$8,800 and \$2,400, respectively.

(8) As to the Medical Department I am not satisfied that any change in the existing scale of salaries which have more than once been revised, is required, when account is taken of the fact that the salaries of private practitioners are allowed to certain members of the Department, which are not specified in the papers accompanying the Despatch under acknowledgment.

(9) In regard to the Colonial Chaplain, as it has been decided that the office will be continued on the retirement of the present holder, I am disposed to think that an increase can, consistently with the principle involved in that decision, be given to his salary from Public Funds. If circumstances require that he should be more highly remunerated, any addition to his pay could in principle be made up by voluntary contributions from those attending his ministrations, by whom, I may observe, the whole emoluments of his successor will have to be provided.

vided. In this case, however, I shall be prepared to reconsider the point if you find on questioning the members of the Legislative Council that they desire a different course to be pursued; and that their opinion is shared by the public generally.

13. I fully concur in Sir W. Des Vaux's proposal that the salaries of the Civil List Ordinances, such as Ordinances for the maintenance of the Civil List, and more especially with every change in the Ordinances, and in this a source of confusion and trouble, whilst in a Civil List Ordinance it is not a sufficient security to public officers. I therefore request you to introduce an Ordinance for the purpose, the object of which is to make it possible from and after the 31st of December next.

14. In conclusion, I have to instruct you to place on the next year's Estimates the new scale of salaries subject to my final approval when those Estimates are considered, and to draw up a list of revised emoluments, drawn up in accordance with my present instructions, it may be clearly shown in every case, what were the gross emoluments in 1875, and what it is proposed that they should be for the future. This you will perceive will involve furnishing an estimate of the annual value of free quarters in case where they are allowed.

I have the honour to be, Sir, your most obedient, humble servant.

K. W. BOHM, Secretary.

The Officer Administering the Government of Hongkong.

DEBATE.

The planter in the Delta has set to work starting an asylum for distressed coolies, but, as says the local *Journal*, the refuge does not seem to have any among the labouring class. The reason why it is said to be not far to seek. The coolies, no matter how a refugee, prefer the free life on estates and the comparative ease of the Delta to an asylum life in a place where they are not free to move, and where they are not free to move.

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INFORMATION.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME TABLE.

(To take effect from 1st May.)

WEEK DAYS.

8 a.m. to 10 a.m. every quarter of an hour.

10 a.m. to 1 p.m. " " " "

1 p.m. to 2 p.m. " " " "

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12 p.m. to 1 p.m. " " " "

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

FAUGUETTES POSTE FRANCAISE.

STEAM FOR SINGAPORE, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 9th October, 1890, at Noon, the Company's S.S. SAGHAI, Captain H. S. SAGHAI, will leave this port for the above places.

Cargo and Passengers will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till 5 p.m.

Cargo will be received on board until 4 p.m. on the 10th October, 1890. (Passengers are not to be sent on board; they must be sent to the Agents' Office.)

Contents and value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPELAIN, Agent.

Hongkong, September 25 1890. 1776

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION.)

PARTHA, SATURDAY, 11th Oct.

SEASIDE, FRIDAY, 11th Oct.

SEASIDE, SATURDAY, 14th Nov.

ABYSSINIA, THURSDAY, 4th Dec.

PARTHA, THURSDAY, 25th Dec.

BATAVIA, SUNDAY, 25th Jan.

THE British Steamship PARTHA, Capt. J. PASTOR, R.N.R., sailing at Noon, on SATURDAY, the 11th October, will proceed to VANCOUVER, SEASIDE, HAI, ISLAND SEA, and YOKOHAMA.

RATES OF PASSAGE.

FR M HONGKONG FIRST CLASS.

To Vancouver and Victoria, \$210.00.

To Port Townsend, Seattle, Tacoma, \$210.00.

To Portland, Oregon, \$240.00.

To Winnipeg, Minneapolis, St. Paul, \$260.00.

To Chicago, Kansas City, Milwaukee, \$270.00.

To St. Louis, Detroit, Cincinnati, \$280.00.

To Hamilton, London, London, (Oat.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, \$290.00.

To Quebec, Boston, Portland, Maine, \$290.00.

To Halifax, St. John's, \$300.00.

To Liverpool, \$320.00.

To London via Liverpool, \$330.00.

To Paris and Bremen, \$340.00.

To Havre and Hamburg, \$350.00.

Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of steamships.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets, First and second class only—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for:—

6 months; 25 per cent. off Return Fare 8 months; 50 per cent.

(Times are reckoned from the date of landing to date of re-embarkation at Vancouver)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European Points will be issued available for 12 months from date of departure from Hongkong.

Cargo—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward to the General Agent of the Pacific Coast and Canadian Pacific Railway Company, Vancouver, B.C.

Passengers must be sent to one office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, October 6, 1890. 1701

NOIRDEUTSCHER LOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS.

ALSO.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 26th day of October 1890, at 10 a.m. the Company's Steamship NECKAR, Captain H. S. SAGHAI, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. on the 25th October. (Passengers are not to be sent on board; they must be sent to the Agents' Office.) Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, September 26, 1890. 1703

Mails.

C. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamship CITY OF SAN FRANCISCO, will be despatched for SAN FRANCISCO, and YOKOHAMA, on TUESDAY, the 21st October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans, to the United States, to Overland Railways, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.

First-class Fare granted as follows:—

To San Francisco, \$225.00.

To San Francisco and return, \$393.00.

To Liverpool, \$350.00.

To London, \$380.00.

To other ports as per schedule of rates.

Special rates granted to proprietors of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.